

COTTAM & CO.

BILLIARD CLOTH,  
CUE TIPS, CHINNIE, CHALK,  
POCKETS, &c., &c.  
OUTFITTERS & IMPORTERS,  
3 and 5, Piddler's St.

# The Liangkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD., LONDON.  
DODWELL, CARLILL & CO.,  
General Agents.

NEW SERIES No. 783. 日九廿一十一三十二年光 WEDNESDAY, DECEMBER 22, 1897. 三界通 聖二廿月二十英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$7,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$10,000,000

COURT OF DIRECTORS :  
St. C. MICHAELSEN, Esq., Chairman.  
Hon. J. J. BELL IRVING, Deputy Chairman.  
C. BEURMAN, Esq.  
G. D. Böag, Esq. A. J. Raymond, Esq.  
G. B. Dowell, Esq. R. L. Richardson, Esq.  
R. M. Gray, Esq. R. Shawan, Esq.  
David Gubbay, Esq. N. A. Slobs, Esq.

CHIEF MANAGER :  
Hongkong—T. JACKSON, Esq.  
MANAGER :  
Shanghai—J. P. WADE GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED :  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS :  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
T. JACKSON, Chief Manager.  
Hongkong, 8th November, 1897.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, 1st August, 1897.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... \$1,000,000  
Paid up Capital ..... \$34,374

HEAD OFFICE—HONGKONG.

Court of Directors :  
D. Gillies, Esq.  
J. T. Louis, Esq. Chow Tung Shang, Esq.  
Chen Kit Shan, Esq. Kwan Ho Chuen, Esq.  
Chief Manager.  
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.  
On Current Account, Daily Balances 2 per  
cent. per annum.  
Hongkong, 10th November, 1897.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... \$800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... \$800,000  
RESERVE FUND ..... \$37,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 percent.

" " " 6 " 3½ "

" " " 3 " 2½ "

" " " T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, 2nd June, 1897.

Intimations.

ADMIRALTY WORKS DEPARTMENT.

THE Commodore in charge of Admiralty  
Establishments is prepared to receive  
tenders for the erection of an Officers' Sanatorium  
on foundations previously laid on the Admiralty  
lands at the Peak.

The Commodore will not necessarily accept  
the lowest or any tender.

The drawing, specification, and conditions  
of contract may be seen and forms of Tender  
obtained at the office of the Assistant Civil  
Engineer at Hongkong Naval Yard.

Sealed tenders addressed to the Commodore  
must be delivered at the Naval Yard, Hongkong,  
at or before noon on FRIDAY, the 21st inst.

Hongkong, 10th December, 1897.

THE HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

NOTICE is hereby given that the THIR-  
TEENTH ORDINARY GENERAL  
MEETING of the SHAREHOLDERS of the  
above Company will be held at the REGISTERED  
OFFICES of the COMPANY, 38 and 40, Queen's  
Road Central, on FRIDAY, the 31st day of  
December, at Noon, for the purpose of receiving  
the Report of the General Managers, together  
with a Statement of Accounts for the year end-  
ing 30th November, 1897.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 15th to 31st instant,  
both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 10th December, 1897.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

In accordance with Section 120 of the Articles  
of Association the General Agents, with  
approval of the Consulting Committee, will on  
the 1st January, 1898, issue INTEREST  
WARRANTS of 1 per cent. PAYABLE at  
the Hongkong and Shanghai Banking Corpora-  
tion, the amount being at the rate of 10 per cent.  
per annum on the paid-up Capital of the Office  
for the year 1897.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 15th to the 31st  
instant, both days inclusive.

JARDINES, MATTHESON & CO.

GENERAL AGENTS.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 10th December, 1897.

## Intimations.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

(30)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Clyton	R. R. Pearce	About 24th Dec.	Freight or Passage, via SHANGHAI.
SHANGHAI	Taunis	E. R. Dowell, R. N. R.	About 26th Dec.	Freight or Passage.
LONDON &c.	Chusan	E. Street	Noon, 30th Dec.	See Special Advertisement.
JAPAN	Rosetta	F. N. Tillard	Noon, 31st Dec.	Freight or Passage.
LONDON	Malacca	N. P. Pollock, R. N. R.	About 7th Jan.	Freight or Passage.

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

[3]

Hongkong, 18th December, 1897.

C U R R Y

AT THE HONGKONG HOTEL.

HAVE YOU TRIED IT?

WHAT? WHY, THAT BEAUTIFUL.

AMERICAN BUTTER

AT

THE HONGKONG BUTCHERY.

\$1.60 PER ROLL,

OR IN PATS AT 20 CENTS AND 40 CENTS PER PAT.

[116]

Hongkong, 2nd December, 1897.

TRY THE

THE HONGKONG HOTEL,

LIMITED.

(1)

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 10th October, 1897.

[48]

W. POWELL & CO.

IMMENSE STOCK OF

CHRISTMAS PRESENTS

AND

TOYS! TOYS!! TOYS!!!

ALL NEW GOODS.

Hongkong, 10th December, 1897.

[119]

TRADE MARK.

Long Name—  
YUEN WO.

Telephone, No. 133.

H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS.

No. 18, QUEEN'S ROAD CENTRAL.

Hongkong, 10th December, 1897.

[120]

MADIRA..... Red Seal ... \$18

do, Very Choice ..... Blue ... 24

MARSALE..... Green ... 9

do, Choice Old ..... Yellow ... 12

ALAGA..... Blue ... 10

USATEL..... Yellow ... 12

TRADE MARK.

Long Name—  
YUEN WO.

Telephone, No. 133.

## Intimations.

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

(1)

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,  
FOR THE  
UNITED ASBESTOS COMPANY, LIMITED, LONDON,  
CONTRACTORS TO H.M. GOVERNMENT,  
MANUFACTURERS OF THE  
Best Qualities of ASBESTOS GOODS and PACKINGS,  
HYDRAULIC and SELF-LUBRICATING PUMP PACKINGS of all kinds,  
"VICKTOR" METALLIC BOILER JOINTS,  
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.  
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT ..... THOS. SKINNER.

DODWELL CARLILL & CO., General Agents.

[124]

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION,  
Commanding Magnificent View of the City and Harbour, the Mainland of China, and  
numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-  
East winds in winter.

A Covered Way has been constructed from the Station to the Hotel.

THE HOTEL IS NOW UNDER EUROPEAN MANAGEMENT.

GEO. J. CASANOVA, Manager.

CITY OFFICE, No. 7, Duddell Street.

[135]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE

MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER

TAN SAN.

FLETCHER & CO.

and CARMICHAEL & CO.

[136]

AQUARIUS

(PURE TREBLE DISTILLED WATER ONLY USED.)

TRY THE

75.

"A PERFECT TABLE WATER."

"An Aerated Water of the Highest quality both from a Manufacturing and  
Sanitary point of view." JOHN MUYER, Ph.D., F.R.S. (Edin.), London  
(Past President of the Society of Public Analysts of Great Britain).

"Either drink no water at all or drink only distilled water." ST. JAMES'S  
GARRET, London.

# THE HONGKONG TELEGRAPH, WEDNESDAY, DECEMBER 22, 1897.

## G. D. DAB'S Advertisements.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR MANILA (DIRECT).  
THE Company's Steamship

"YUENSANG,"

Captain J. Kynoch, will be despatched as above  
TO-MORROW, the 23rd instant, at 4 P.M.  
This Steamer has Superior Accommodation  
for First-class Passengers.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers,  
Hongkong, 22nd December, 1897. [1896]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).  
(Taking Cargo and Passengers through rates  
for CHINKIANG, HANKOW, KUKIANG  
and CHEFOU.)

THE Company's Steamship

"KINGSLY,"

Captain Young, will be despatched as above  
on FRIDAY, the 24th instant, at 5 P.M.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers,

Hongkong, 22nd December, 1897. [1897]

NOTICE TO SHIPPERS.

FOR O.D.P. SA.  
(Calling at SINGAPORE, CILOMO and PORT  
SAID, and thence through Cairo for  
ALEXANDRIA, SMYRNA,  
BIRROUT, &c.)

THE Russian Volunteer Steamers

"NISHNI NOVGOROD,"

due here about the 25th instant, will load here  
as above and will have quick despatch  
For Freight, apply to

MELCHERS & CO.,  
Agents,

Hongkong, 22nd December, 1897. [1898]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND  
SOURABAYA.  
THE Company's Steamship

"HUNSANG,"

Captain Crockett, will be despatched as above  
on WEDNESDAY, the 29th instant, at Noon.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers,

Hongkong, 22nd December, 1897. [1895]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
FROM MIDDLESBRO, LONDON AND  
SINGAPORE.

THE Steamship

RADNORSHIRE,

Captain Vyvyan, having arrived from the above  
Ports, Consignees of Cargo are hereby informed  
that their goods are being landed at their risk  
into the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, at  
Kowloon and stored at Consignees' risk, and  
expense.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 20th instant will be subject  
to re-shipment.

All broken, chafed, and damaged goods are to be  
left in the godowns, where they will be  
examined on the 24th instant at 2 p.m.

No Fire Insurance has been effected.  
Bills of Lading will be consigned by

SHEWAN, TOME'S & CO.,  
Agents,

Hongkong, 22nd December, 1897. [1899]

GOVERNMENT NOTIFICATION.  
No. 550.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot, on

WEDNESDAY,

the 29th day of December, 1897, at 3 P.M., are  
published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 11th December, 1897. [1894]

## Intimations.

DAKIN, CRUCKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertising, &c., be addressed to the "Manager, *Hongkong Telegraph*," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to the General Manager. All applications for publication must be accompanied by the name and address of the writer, not necessarily publication but as evidence of good faith.

Whilst the *Hongkong Telegraph* will strive to give full and fair discussion by correspondence of all questions affecting public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to note that notices intended for insertion in this paper must not later than Three o'clock to be sent to the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 22, 1897.

## NOTES AND COMMENTS.

The news from the north is not more puzzling than usual in such unsettled times. Of course, each event that occurs is variously described by different tale-bearers, and the way to arrive at an approximately accurate understanding of the situation is to collate all the conflicting stories, boil them down to a general average, discount liberally and a bit more, and not be too sure of anything. In all wars or times of warlike threatening, there are inevitably many distorted versions of what goes on, and it is not necessary to think much the worse of human veracity on that account, for much of it is excusable.

So, as we said yesterday, we dare not disbelieve too much. It was surprising to be told that Russia had seized Port Arthur and that Britain had replied by seizing Talienshan. If our telegram had been accepted literally, it would have meant that the British fleet was now doing what it did in 1884, when the *garrison* shadowed the *Vladimir Monomach* so persistently that the Russian at last lost patience and ran out his guns, whereupon the British drums beat to quarters, and the world was within a hair's-breadth of a great war. A seizure of Talienshan at the moment when the Russians were cajoling China into the "temporary" cession of Port Arthur, would have been as smart and as crushing a demonstration of British activity, as was the entry of the British fleet into Vladivostock harbour at night under cover of a fog, when a declaration of war was expected any day, and the town and forts in the morning found themselves at our mercy.

But it is just this part of the current rumours that we consider it necessary to discount. We will not go so far as to call any of the telegrams to this paper or elsewhere, "probably incorrect, in every particular;" but we will say, knowing how stories do spread, that probably "seize" was too strong a word; probably nothing more was done than to anchor a fleet in the place and await events. To seize Port Arthur or Talienshan would mean hoisting the flag on the land forts; we doubt if any flag except the Chinese flies there. But we do not doubt that the Russians are at Port Arthur, with China's consent, and our telegram published yesterday morning has been confirmed by telegrams to our contemporaries and to mercantile offices here. That part of the story may therefore be considered accurate.

That is as far as we can get with any degree of certainty. The British fleet is in the north, but one story says at Port Hamilton, another says Talienshan, and another says the Japanese are at Talienshan.

It may be that they are all correct; it is fairly certain that some of the British ships are at Port Hamilton, probably making it a base for the time; it is possible also that a part of the fleet is at Talienshan, together with Japanese, and the Russians also may have some vessels at Talienshan, which is only thirty or forty miles from Port Arthur. It is fairly safe to say the British flag has not been and will not be hoisted over Talienshan forts; but it is possible that British ships are in the harbour in force.

That is as much as we can say of the position in northern waters. In diplomatic circles there is no indication of trouble impending. The Powers had a severe test of their capacity for harmonizing in the Greco-Turkish troubles at the beginning of this year, and learnt their lesson well. They are no longer going to let any weak Power play them off one against another and before all alike. They are drawing line round China, and every appeal made by China to any Power is only turned into a pretext for further apportionment. But the Powers will not seriously disagree; the demonstration of force is only meant to secure a fair share of plunder for everyone.

The question is—what will Britain do? The reply that comes readiest to mind is—Nothing. A *laissez faire* policy is bad enough, but experience teaches us to expect a *rien faire* policy nowadays.

**SHERRY.**—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

**CLARET.**—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

**BRANDY.**—Allow Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

**WHISKY.**—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

**PRICE LISTS**, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

**SHERRY.**—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

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We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

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# THE HONGKONG TELEGRAPH, WEDNESDAY, DECEMBER 22, 1897.

prising citizen of the United States of Murrik, named Osborne, happened along and he guessed a small fortune could be made there if he could get it on a log and cheaply from the powers that be. He made a bid for it and is a twinkling secound the place, took out a license to sell soda-water and other things there, christened it "Bay Vi-wi" and advertised extensively in the *Hongkong Telegraph*. Six months later Osborne found himself boss of one of the most popular hotels in the whole colony, the traffic to and from this way-side being considerable owing to the fact that it filled a long-felt want—it was a comfortable public house where you could get a "refresher" after a walk or drive out on the Shaukiwan Road and that was just what scores of people wanted, so they voted to support it and to-day the popularity of the place is greater than ever.

The Government is of course fully aware of the importance of Bay View district, with its rapidly increasing,-wheel traffic and by no means insignificant European and Chinese population. It knows, too, that the traffic to and from the Tai-koo Sugar Refinery at Quarry Bay, and to Holdsworth's Mills Works, past Bay View Hotel, is very considerable and yet it is a fact that after passing Kennedy's Stables at the western end of Causeway Bay there is not a single street lamp to be seen. All is pitch darkness if you get into Causeway Bay, and the road leading from the bay up to the hotel is positively dangerous at night, because of the black flocks teasing along there, often without lights, and sometimes forgetting to stop their bells, before they fairly run on top of hapless pedestrians. Not only has the Government shown great carelessness in failing to light Causeway Bay, Bay View and North Point but it has not even made the road good as it ought to be and we believe that in wet weather a stamp through the mud would be long remembered by the Director of Public Works. It is to be hoped however that he will not wait for wet weather to inspect and "take stock" of the district. It is unquestionably a portion of the Colony that has been too long neglected. It neither lighted nor properly policed and, yet, as we have stated, the traffic on the road by day and by night is such as would justify considerable expenditure to furnish the public with the safeguards which usually obtain in civilised places.

## ROYAL ARTILLERY ATHLETIC SPORTS.

The officers and men of the Hongkong detachment of Royal Artillery are to be complimented on the success of their Sports meeting held yesterday at Happy Valley. The weather was perfect for outdoor enjoyment and the attendance was very large. The ground presented a regular battlefield appearance, so much colour was there in the crowd, and the red coats of Infantry and Engineers, the blue of the gunners and sailors, and the many gay hues in the Indians' turbans, all went to form a most effective "tout ensemble". The arrangements were admirable, and such things as batches, and walls, which generally characterize amateur sports meetings, were conspicuous by their absence. The competitors had ample accommodation in the way of dressing-rooms, and a spacious marquee was devoted to the ladies. The Hongkong Regiment's band played during afternoon and largely add to the pleasure of the gathering. The programme was an interesting one, the events being well varieid and in each the fields were large. The wheel race was one that excited much interest among the gunners; the wheels were off the carriages of 9-poundsers and were heavily limbering them that it was no joke to trundle over two yrs. Of all the events the most interesting was the tug-of-war between Mohammedan and Sikh gunners of the Hongkong Artillery. The team from No. 2 company was directed by Captain Bourne and they pulled Captain Gordon's team (from No. 3 Company). On each occasion the latter were the victors—but the long and stubborn contest showed that there was a tie to choose between either side. For many more the greatest trials were beaten and heaved in response to their "fists" & "claws", and their long bats hanging down about their faces gave them quite a weird appearance. Thus after time men on either side slipped on the dry grass, and now one side and now the other gained a foot or two of vantance. His Excellency the Governor was an interested spectator, and amongst others present were Col. The O'Gorman, Capt. Phillips, A.D.C., and many other officers. When Capt. Gordon's men made the winning pull their comrades shouted enthusiastically, some tossing their turbans in the air, and others, seizing the competitors, went in for administering a rough-and-ready sort of massage to their legs and arms. The gun lancers have always had a big reputation in tug-of-war and it is probable that few teams of Europeans could have stood the strain so long as certain fellows did yesterday. C. O. M. S. Messrs. Q. M. S. Stevens, G. Ennis, and the other members of the committee worked indefatigably throughout, and with the other officers of the day largely helped to make the meeting so great a success.

## PACHT RACE.

On Saturday afternoon a very sporting event was arranged between the owners of seven of the boats of the Yacht Club, by Capt. Phillips the popular A.D.C. to H.E. the Governor, he also presenting a valuable prize for the competition in which the boats were steered by members nominated by the door of the prize.

*Actae*, Mr. H. E. Pollock, steered, Mr. Tomes, *Meteor*, Mr. C. H. Kew, steered, Mr. Bourne, *Maid Marian*, Mr. Hastings, steered, Mr. Pollock, *Phoebe*, Mr. May, steered, Mr. Hastings.

*Eriko*, Mr. Denison, steered, Mr. May, *Sybil*, Officers R.R., steered, Mr. Kew.

*Chantelle*, Mr. Turner, steered, Mr. Rogers.

The *Actae* and *Meteor* received 21 blues and the *Sybil* 6 minutes time allowance the course was from the Police Pier Kowloon round Moyens West buoy, Kowloon Rock, Moyens east buoy Channel Rocks and back to the Police Pier about 9 miles. The boats very soon got off at 2 p.m. with a light but steady west wind, which lasted all through the race. *Eriko* the most able steered by the commodore (more power to his elbow) at once went to the point, getting round the first mark about 10 yards ahead, all the rest going round in a bunch, a reach took them to Kowloon Rock where a similar sounding took place, *Eriko* still in the van. A reach back to Moyens east buoy in the same order and a run down wind brought the boats to Channel Rocks when the times were *Eriko* 3. 27. 0, *Phoebe* 3. 26. 50, *Meteor* 3. 25. 30, *Chantelle* 3. 27. 10, *Maid Marian* 3. 27. 30, *Sybil* and *Actae* 3. 28. 30, was a pretty sight to see the boats all round the rock within a few seconds of each other this alone no doubt repaying Capt. Phillips for his trouble and anxiety in arranging the match. Up to this point considering the time allowances, it appeared any boat's race, but now a change came o'er the spirit of the dream, *Eriko*, putting in very fast sailing indeed, went away from the fleet in fine style, doing the 3 miles dead to windward in less than 50 minutes, beating the *Phoebe* by 4 minutes in the heat on. *Eriko*, winner, 4. 10. 22, *Phoebe* 4. 17. 58, *Meteor*, second in time, 4. 20. 3, *Chantelle*, 4. 23. 30, *Actae*, 4. 24. 31, *Maid Marian* 4. 25. 20, *Sybil*, 4. 24. 31.

## SERIOUS ACCIDENT IN SHANGHAI.

The O' and O' American *Coffey*, which arrived here on Monday, has not had her usual good luck this time. Several small accidents have occurred on the trip, and a very serious one in Shanghai. A consignment of silver has had to be unloaded there, for lack of a trolley, each. These were being hauled up from the treasure-vessel, and as they emerged were stacked on the part of the hatchway-cover that was not open. The beams supporting the cover are reasonably strong, and frequently have heavy weights on them. As the bullion was about finished coming up, the third officer, who was superintending, came to ask the freight clerk if there had not been twenty many bars brought out—500 instead of 502. While they were standing beside the mass of silver recounting, suddenly the beam snapped, and down went the two men and all the metal, a clear drop of thirty or forty feet, into the hold. It is a miracle they were not both killed on the spot. The bystanders looked down and hastened to the rescue, expecting to pick out a pair of mangled corpses from among a heap of *albarts*; but in a minute or so, they heard a faint voice with an Irish accent. "I say, old man, there's a heavy load of silver!" They plucked on the bell-ringer and bawled him for a boy that can't be killed anyhow. He is the freight-clerk, Mr. Alec Murphy—brother of the *Hongkong Telegraph*'s special war correspondent now on the *China Mail*. He was found to be pretty nearly shaken to death with the shock, and his bell-dislocated. Otherwise there was hardly a scratch on him, and at first it was thought certain that he must have some severe internal injury, for it is not in the nature of things that a man should have such a fall for nothing. His companion was less fortunate; he had a broken thigh and other injuries of no light nature, and had to be put in hospital at Shanghai and left there. Mr. Murphy, however, stays on board and is recovering with a rapidity that is simply wonderful. The ship's doctor set to work trying to find out where the injuries were—easier task with a patient severely stunned and feeling all over! The dislocated thigh necessitated chloroform, and while the limb was being moved into position the limp foot got itself dislocated too. Then, after a lot of hard work and extremely careful and delicate doctoring, the various Murphy members were harmonized, and by the fourth day the patient was moving about without assistance. By the sixth he will probably be dashing a jig, and it is difficult to tell which is the most remarkable, his good luck in getting off so easily after that fearful fall, his powers of "bulking up" when he ought to be dead, or the skill of the doctor who has set him on his feet.

The concentrated weight of over forty tons, dropping that distance, would have gone through the bottom of the ship and perhaps sunk her but that several tons of bags of flour in the hold broke the fall. And then, to crown the misfortunes of the voyage, the packet of the *Coffey* fell overboard and got drowned the day after the accident!

## GERMANY AND HAYTI.

The *Coffey*, bought full of American duffles containing full particulars of the recent high-handed proceedings of the Germans at Hayti, brief particulars of which were wired out by Reuter at the time. The *Felicis Chronicle* takes exception to the action of our Teutonic friends and in the course of a breezy lead holds forth thusly:

The conduct of Germany in the Lueder-episode is that of a tall bully with a small box. Lueder, a German subject, was arrested by the Haytians for resisting a police officer. He was found guilty and sentenced to jail. Getting a new trial he failed as far as the fine and term of imprisonment were concerned. So far as is known the proceeding was really fair and it occurred in the United States or England, Germany would not have given the matter a word in his diplomatic protest. But Hayti being small and weak, the Kaiser's Government began to bluster and lay down ultimatums.

These ultimatums are of an extraordinary kind. Lueder was in prison twenty-three days, for which the German Minister demanded an indemnity of \$3,000. After the protest was made and his instant release called for, the man was kept in jail six days longer, for which Germany asks a sum of \$30,000 or \$35,000 in all. Probably Lueder, who seems to have been an ill-conditioned fellow, would have sold himself for one per cent of that sum, but in any event the demand is excessive and would not even be tentatively suggested if Hayti were to defend herself.

It represents the belief of Germany that might makes right and that bullying is justified in international affairs by its success. As the threat now stands, Hayti must pay or a German cruiser will knock down Port au Prince about the ears of its helpless people.

This proposed outrage is aggravated by the fact that the case really falls within the scope of a reasonable scheme of arbitration. This is not an affair that turns upon national honor save in a subsidiary way. Upon the two main points—was Lueder's arrest justifiable and was his sentence reasonable?—and upon the question of damages, if any, an arbitration board could readily pass. Obviously, from the efforts of mediation by England and the United States, those powers regard it. Whether they will consent, if the offer is refused, to stand by and let Germany use the high hand with the black republic remains to be seen; but we fancy the dispatch of a German warship to Port au Prince will be the signal for a Haytian recall of part of Admiral Sciaro's fleet. The United States is certainly bound by the Monroe doctrine to see fair play between European powers and American republics, even though it has no right or desire to stand between one of them and any just claim that it may have earned.

Whereupon the *Hongkong Telegraph* wishes to remark that if the dispute had been between Hayti and Britain, the Monroe doctrine would certainly have been paraded in all its glory, and all the bullying would have been done by the United States. Lord Salisbury would have easily agreed to a surrender, graciously and gentlemanly, but a surrender, nevertheless. With Germany it is different.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed in correspondence to this column.)

### A HINT TO THE D. P. W.

To the Editor of the "Hongkong Telegraph." Sir: I should deem it a favour if you would be good enough to allow me to draw, through the medium of your valuable paper, the attention of the proper authorities to the deplorable state of Morque Street.

Correspondence on this subject has repeatedly been ventilated in the *Daily Press*, but it was ever to no avail. I hopefully trust, however, my present will be productive of a good result.

Enclosing herewith my card,

I am, Sir,

Yours faithfully,  
A. SUTTERER.  
Hongkong, 2nd December, 1897.

(The F. W. D. is now in good hands and we have no doubt the grievance will be promptly remedied.—Ed. H.K.T.)

## NOTES FROM THE NORTH.

(From our own Correspondent.)

TIRNTSIN, December 11th.

It is very satisfactory to us here in the north to find Hongkong is fully alive to all the proceedings in this region, and recognises the significance of Germany's occupation of Kiaochow. We do not yet know more than the fact that the China Association waits to hold meetings in Hongkong and Shanghai, but that is enough. It keeps a good black earthquake as a rule to get the China Association up to this point, and we are very much under the impression that you are possibly better informed as to probabilities than we are. It is extremely difficult to get information here, not even the Consul being allowed to throw any light on the situation, but I have been able to pick up a scatious "two" here and there to make four with.

Constant communication is being kept up between the Emperor of Germany and his Minister in Peking; and His Majesty is personally pulling the wires for every movement. This is of course in perfect harmony with the theory that whatever any other Power may be contemplating, the young and hot-headed ruler of the Fatherland means business. It is stated that China has offered Germany a ten million bit somewhere else if she will only leave Kiaochow, and that the bat has not taken. If China has made any such offer, which I rather doubt, it was a lot to hope. Germany has taken her seat after mature deliberation, and for a definite purpose, and if any other place had suited her as well she probably would not have selected Kiaochow. But Kiaochow above all others suits her best, it suits Russia to have her here, and there she will stay. The very few who harboured a lingering belief that China had some mischief and fighting strength left her in spite of her late defeat at the hands of Japan, have been rudely awakened to the real condition of affairs in the Middle Kingdom by the unresisted landing of a few hundred German marines, and the silent remorseless re-occupation of one of the most important harbours and forts in the north. If anyone really doubted whether China's condition was so helpless as most maintained they have had a proof of it strong enough to overcome the most stubborn scepticism. There can be no question whatever that if the Powers choose they can land forces at any port of China's vast coast—with the exception of Canton perhaps—and meet nothing more terrible in the way of an opposing force than the back view of China's fleeing braves. If the position of the country is delayed, thanks to the combined exertions of Russia and Germany, forces may be drilled and officered sufficiently effective to render proceedings impossible for other Powers desirous of participating in China's picking; but at the present crisis there is absolutely nothing to prevent a bloodless occupation of the Yangtze valley by England, and of the north by Russia and Germany, and some other stray bit by France, and if the Powers can only agree to act in this way it would I believe save a lot of trouble later on.

Of course it is easy enough to talk of partition etc., but England has to think of the cost of keeping up the position and defending the rights she would create before acting, a cost which other Powers with smaller interests at stake and fewer Imperial responsibilities are not concerned about, and we are perfectly aware up here that these conditions underline much of what is styled Great Britain's weak policy.

I heard it stated yesterday that all the talk of partition which had emanated from Hongkong was barren, and that no suggestions of the kind had been made. I was very polite and not at all impressed by my informant's information, but to the liberty of entreating my private "doubts" I said, I am not so inclined, however, concerning another item of news—I heard, to the effect that Russia is in occupation of Port Arthur. It is not officially authenticated, but it is extremely likely to be so, as we know Russia has had Port Arthur in her all along, and is especially likely to appropriate the *marcas* north of the *Yalu* as soon as she has Kleivon. The Chinese Government are apparently hypothesised to survive which comes upon them at sea in whom mortal physical activity are at a standstill. So far as I have been able to learn, not a single idea has presented itself to the wretched Yamen as to what ought to be done at the present crisis, and the sum total of their procedure seems to have been a mild "objection" to what Germany has done, and some talk about not allowing her to do it.

Well, the cold has come down upon us at last. Wednesday was quite cold and mild and a fair deal cool almost the much of a good thing. But yesterday it came, and the wind that blew all day gave me the sharpest taste of cold that I have experienced for some years. The river was coated over, but the excretion of some of the largest icebergs to get to their moorings, broke up the ice in the centre, though lighters and native craft were all hemmed in along the banks, and I heard that numbers of lighters were fixed lower down. The Bund is piled high with cargo which promises to be shut out, and considerable inconvenience is being felt by both importers and exporters at this early stage, as the front is still holding on and the chances of the river reopening are hourly growing less. Several passengers going south as well as the cargo look as if they would be left by this abrupt termination of the season, though there is of course the Shanghai route still open. Public opinion does not however attach so much importance to this route as I expected and the general verdict seems to be "wait and see if it can be done."

I noticed a very gentle remonstrance in this morning's sheet about the Tientsin toll. Our local organ has dealt with it very lightly, obviously to give themselves another chance of redeeming their character—but its lenient criticisms by no means express the feelings of the public on this subject. For no possible reason Tientsin is cursed with a bread supply which far and away surpasses its meat supply, for want of taste anyway. If not downright unwholesomeness. It is all baked in small tins, has bad colour, and worse flavour, and is charged for at the exorbitant rate of 11 lbs. to the dollar, whereas Shanghai gives 18 lbs. of sweet white fancy bread for the same amount. Moral: wanted a good baker and confectioner up north!

Prof. Richards, the medical electrician is up here and going to do big things with the crowd on Monday, but I don't fancy he will take in Tientsin.

A very curious prospectus came into my hands the other day. It is for a new Insurance Company styling itself the "Equitable Life Assurance Co. of New China." Its object appears to be to catch the Chinese lives that "Equitable Society" does not regard as good enough; the smaller they in fact. But the curious part is that the public are invited to take up shares on the strength of Mr. J. P. Grant's name alone, not a single director being mentioned. Mr. Grant, who was recently acting as the U.S. Equitable agent here, must have supreme confidence in his personal influence, though sundry stories are afloat which do not seem to justify this belief. The only other guarantee mentioned is the Hooley-Jones Syndicate. But strange to say when anyone says "Hooley" up here his hearers become instantly affected by a nasal intonation which demands a slow and steady application of the foremost digit, slightly to one side of the organ.

## NOT AND A.

### CALENDAR.

DECEMBER.

*Meteorological means based on ten years' observations to 1895.*

Barometer ..... 30.177

Thermometer ..... 62.5

Humidity ..... 65.0

Rainfall ..... 1.21

### TO-DAY.

Wednesday, 22nd December, 1897.

Chinese—29th of 11th moon of 25th year of Kuang-hsu.

(Festival of the Angel of Sunlight.)

Jewish—27th Kislev, 5668.

Mohammed—27th Rajab, 1315.

Sun-Risis ..... 6hr. 35min.

Sets ..... 6hr. 19min.

High water—Morning ..... 6hr. 16min.

Afternoon ..... 7hr. 19min.

Low water—Morning ..... 6hr. 15min.

Afternoon ..... 6hr. 35min.

ANNIVERSARIES.

1861—Lord Beaconsfield born.

1863—Two Mandarins arrived at Macao with secret orders to watch Picapontalinity Elliot.

1865—Capture of Savannah by General Sherman.

1870—British victory near Kabul.

1870—Return of Governor Sir William des Voeux to Hongkong.

TO-MORROW.

THE HONGKONG TELEGRAPH, WEDNESDAY, DECEMBER 22, 1897.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YANAGUCHI MARU .....	KOBE and YOKOHAMA .....	THURSDAY, 23rd December, at 4 P.M.
S. Kawamura .....	.....	.....
SACAMI MARU .....	SHANGHAI, CHEMULTO, SHIMO, NOSEKI and KOBE .....	FRIDAY, 24th December, at 4 P.M.
M. J. Currow .....	.....	.....
TOKIO MARU .....	SADNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE .....	FRIDAY, 24th December, at 4 P.M.
E. W. Haworth .....	.....	.....
IZUMI MARU .....	BOMBAY, VIA SINGAPORE (Twin-screw), and CARGO FOR JAVA (Port), and COLOMBIA .....	THURSDAY, 30th December, at Noon.
R. Nunoo .....	.....	.....
KIGUNI MARU .....	SEATTLE, WASH., U.S.A., via KOBE, YOKOHAMA and HONOLULU .....	THURSDAY, 30th December, at 4 P.M.
A. E. Morris .....	.....	.....

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at 107, Haymarket Central.

A. S. MIHARA,  
Manager.

Hongkong, 18th December, 1897.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA," Captain Taylor, will be despatched for the above Port TO-MORROW, the 22nd instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 21st December, 1897. [1885]

OCEAN STEAMSHIP COMPANY, FOR SINGAPORE AND PENANG.

THE Company's Steamship

"JASO," Captain Owen, will be despatched on THURSDAY, the 23rd instant, at 4 P.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st December, 1897. [1882]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG," Captain T. R. G. Swett, will be despatched as above on FRIDAY, the 24th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATTHESON & Co., General Managers.

Hongkong, 20th December, 1897. [1878]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"PECTAN," Captain N. Hocken, will be despatched as above on SATURDAY, the 25th instant.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 20th December, 1897. [1894]

MOUL-WARRACK-MILBURN LINE, FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"SIKH," still about the 25th December, 1897.

S.S. "PORTADELAIDE" about 15th Jan., 1898.

S.S. "ARGYLL," about 5th Feb., 1898.

S.S. "GHAZEE," about 20th Feb., 1898.

S.S. "LE SNOW," about 10th March, 1898.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 21st December, 1897. [1897]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIWAN," Captain Nelson, will be despatched on THURSDAY, the 25th instant, at 3 P.M.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th December, 1896. [1896]

OCEAN STEAMSHIP COMPANY, FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MYRIDIION," Captain Rawson, will be despatched as above on FRIDAY, the 1st instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th December, 1897. [1891]

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"YARLOWDALE," Captain G. Geddes, will be despatched as above on or about the 5th January, 1898.

To be followed by the S.S. "HANSEAT" on or about 31st Jan., 1898.

S.S. "LYDERHORN" on or about 15th Feb., 1898.

S.S. "ORWELL" on or about 28th Feb., 1898.

For Freight, apply to SHI WAN, TOMES & Co., Agents.

Hongkong, 20th December, 1897. [1892]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 ft American Ship

"NEW YORK," Peabody, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to SHI WAN, TOMES & Co., Agents.

Hongkong, 25th September, 1897. [1893]

WORTH A GUINEA A BOX.

BECHAMS PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS.

SUCH AS SICK HEADACHE, CONSTIPATION,

WEAK STOMACH, IMPAIRED DIGESTION,

DISORDERED LIVER, AND FEMALE AILMENTS,

ANNUAL SALE SIX MILLION BOXES.

10 CENTS PER BOX.

Prepared only by the Proprietor—

THOMAS BECHAMS, St. Helens, England.

SOLE AGENTS FOR HONGKONG AND THE EMPIRE OF CHINA—

WATKINS & CO., APOTHECARY HALL, 66, Queen's Road, Central, HONGKONG.

REASONABLE PRICES.

Hongkong, 14th May, 1897. [1891]

CUSTOMS NOTIFICATION, No. 80.

NOTICE is hereby given that SATURDAY,

the 25th instant, and SATURDAY, the 1st January, 1898, will be observed as HOLY DAYS at the Kowloon Customs Office.

Work at the OPIUM EXAMINATION OFFICE, and CUSTOMS STATIONS will proceed as usual.

H. M. HILLIER, Commissioner of Customs for Kowloon and District.

Custom House, Kowloon, 21st December, 1897. [1898]

Sole Agents for Hongkong and the Empire of China—WATKINS & CO., Hongkong, 1st September, 1896. [1896]

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OR PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STOMACH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—A. S. WATSON & CO., Hongkong, 1st September, 1896. [1896]

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